

orders executed for Flower & Co., stopped the decline and a sharp rally ensued soon after the opening, the buying for support being aided by the fact that the market was generally bullish and by the fact that the market was generally bullish and by the fact that the market was generally bullish.

The dealers displayed decided nervousness, and on the appearance of the market they were generally bullish and by the fact that the market was generally bullish.

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#### HOW EX-GOV. FLOWER DIED.

His General Health Had Not Been Good. His Physicians Had Not Been Timely and Overheated When He Partook of Indigestible Food—The Arrangements for the Funeral—Burial at Watervliet.

The body of Rowell P. Flower, who died on Friday night at the Long Island Country Club at Eastport, was brought to this city early yesterday morning, and taken to his late home at 567 Fifth avenue. Hundreds of telegrams and letters of condolence were received during the day by Mrs. Flower, and a great many of the more intimate friends of the deceased.

The special train which brought the body back to the city left Eastport at 2:30 o'clock yesterday morning. It consisted of one car and an engine. There was some delay in starting, as the doctor, who was called to attend to the body, had to wait for a while before he could get to the window nearest the door was removed to make room, and the coffin was placed inside without further difficulty. Mrs. Flower, her nephew, Mr. Nathan, and Mr. Paul Allen, accompanied the body to the city.

The run was made in a little more than two hours, the train arriving at Long Island City shortly before 5 o'clock. Carriages were in waiting there, and the body was driven to Mr. Flower's late home by his wife, Mrs. Flower, and the family and the two physicians, Mr. Flower was so prostrated by her husband's death that her nephews, assisted by Col. Timothy S. Williams, Secretary of the Brooklyn Rapid Transit Company and a life-long friend of the deceased, assumed charge of affairs at the house.

Late in the afternoon the arrangements for the funeral were completed. Services in this city will be held at St. Thomas's Protestant Episcopal Church, at Fifth avenue and Fifty-third street, on Monday afternoon, at 4:30 o'clock. The Rev. Dr. John B. H. Moore, rector of the church, will officiate. On Monday night the body will be taken to Mr. Flower's old home, at Watervliet, N. Y., and on Tuesday afternoon services will be held at the residence in that city of Mr. Flower's only daughter, Mrs. Taylor. The interment will take place at the family vault in the cemetery at Watervliet, N. Y., on Wednesday morning.

Mr. Flower's trip to Eastport on Friday was in accordance with a plan for recreation on two days a week, the other working days being devoted to his extensive business interests. For five weeks past he had gone to the Long Island Country Club each Friday with regularity, and he generally stayed over until Sunday evening or Monday morning, when he returned to his office on Fridays and Saturdays, and was anxious to see him, were invariably informed that he was away fishing.

Mr. Flower really needed the relaxation from this strain of business, these weekly fishing trips gave him a chance to get away from the city, and he was only when he realized the absolute need of rest that he would consent to give up two of his working days out of each week to recreation. The strain of the management of the many enterprises in which he was engaged, and the fact that he was a man of a very active and energetic nature, were the main causes of his death.

When Mr. Flower and a party of friends left this city early Friday morning for the weekly fishing trip to the Long Island Country Club, Mr. Flower was in excellent health, and he was only when he realized the absolute need of rest that he would consent to give up two of his working days out of each week to recreation.

Mr. Flower had no sooner said this than he realized slightly and said down heavily in his chair. He became ghastly pale and his hands realized that he was in a dangerous condition. He was taken to the hospital, but he died before he could be brought to the hospital.

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ing very faintly, yet Mr. Flower managed to make it known to Dr. Rogers that his own physician feared fatal results from the attack. Mr. Flower, however, hoped that Dr. Allen, with his intimate knowledge of the patient's condition, could do more than the local physicians had succeeded in accomplishing, but he could not. The four men, however, were not able to do more than to keep the patient alive until the morning of the 13th, when he died.

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#### BRADY IN FLOWER'S PLACE?

Another Who Has Seized Fortune With His Bare Hands.

His Rise and Progress from Ten Stores to Traction-Granite, Gas, Electric Light, Contracting and Trolley Running All Specimens of His Success in the City.

It was reported yesterday, after the close of the Stock Exchange, that Anthony N. Brady of Albany would very likely be the successor of Rowell P. Flower in Wall Street. It was possible, it was said, that he might take the Governor's place as special partner in the firm that Flower, Co., but it did not, that he would at any rate occupy a position in the various Flower properties, such as Brooklyn Rapid Transit, People's Gas and the others.

Mr. Brady came from Albany last night, and he is now in the city. He is a man of about 40 years of age, and he is a man of great energy and ambition. He is a man of great energy and ambition. He is a man of great energy and ambition.

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aged and when things looked hopeless. The Brooklyn Rapid Transit Company has today announced that it has secured the franchise for the city and that it has secured the franchise for the city and that it has secured the franchise for the city.

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#### BIG CHANGES IN A CAR LINE

Transformation That Is Now Going On in Third Avenue.

What Has to Be Done to Convert a Cable Railroad into One Adapted to the Under Trolley System. The Company Hopes to Be Able to Secure New Cars in Time to Commence Some Practical Changes.

The work of changing the Third Avenue Railway Company's motive power from cable to electricity has progressed so rapidly that, but for delay in getting the new cars, the road could probably be operated by the new system within three weeks. Superintendent John H. Robertson said yesterday:

"We have been greatly hampered by the failure to get our cars on time. They should have been done by the middle of April, but at the present rate of progress we hardly expect them until July. The company which has the contract to build the new cars is so busy that they are unable to get castings and other necessary parts. If we had the cars we could get them running by the first of June."

Mr. Robertson explained briefly the practical necessity in making the change to the trolley system. A narrow track is fitted down usually on the outside of other tracks. In this trench is laid the duct containing the wires which bear the electric current. The ducts are of the four-hole variety and are made either of hard-baked clay or of iron tubing lined with asbestos. They vary from six to nine feet in length. The duct is usually laid from three to four feet under ground, although in many places it is necessary to go deeper to avoid pipes and other obstructions. When the duct is properly in place the trench is filled up almost to the street level. The paving stones are then laid down between the rails and on one by one the rails which have been in use for several years are taken out. The new rails which replace them are 60 feet long, and weigh 100 pounds to the foot. In order to make the cars run with greater smoothness small springs are inserted between the rails and the wheels at intervals of about 10 feet.

Every fifteen feet are placed two insulator boxes which carry what are known as the insulator hangers. These insulator hangers connect the cables with the trolley poles, and from which the power is transmitted to the cars. The conductor bars carry the positive and negative currents and are laid beneath and at each side of the slot at a depth of fourteen inches below the track. Between the two conductor bars runs the "cable" of the electric current, which is connected to the trolley poles. The connection between the trolley poles and the cable is made by means of a small spring which is attached to the trolley pole and to the cable.

When the Third Avenue Company is actually ready to complete the change of power it is expected that the work will be completed in about twenty-four hours. During that time the cables now in use will be drawn out and coiled up in the drums in the power house. A large force of men will then be put to work to move the conductors from the power house to the street. The work will be completed in about twenty-four hours.

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**Brooks, Contable & Co.**  
Hosiery.  
Ladies' Lace and Embroidered Silk Hosiery.  
Children's Hosiery.  
Gentlemen's Black Silk Embroidered Half Hosiery.  
Underwear.  
Ladies' Swiss Ribbed, Lace Trimmed Silk and Lisle Vests.  
Cartwright & Warner's Celebrated Underwear, Summer Weights.  
Golf and Bicycle Hosiery.  
**Broadway & 10th Street.**

**You Can Do a Good Deal with \$15.00**  
if you know how. Men who are posted buy for that sum.  
**A SUIT MADE TO ORDER**  
that costs \$30.00 under the old fog method of conducting the tailoring business. Choice from a wholesale stock of fashionable wools, any style of suit, including the new Bradford Check, Bar Stripe, Oxford and Yale Mixtures.  
**NO SWEATSHOP WORK.**  
Every garment made by skilled men tailors in clean work-rooms in our own store building.  
An effective line now being shown of Blue, Black, Gray and Oxford Sues (free from odor common in cheap serge), and warranted not to fade.

**Cohen & Co., Tailors.**  
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AVOID MALARIA AND WASTING DISEASES.  
**Restores Refreshes**  
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Sustains  
FOR SALE AT ALL DRUGGISTS EVERYWHERE. AVOID SUBSTITUTES. BEWARE OF IMITATIONS.  
**MARIANI & CO., 52 WEST 15TH STREET, NEW YORK.**  
Send for book of portraits and autographs free.

**THIEVES ON FURNESSIA.**  
UNION UNDERMINING UNION.

**WOMEN PASSENGERS ROBBED JUST BEFORE THE SHIP SAILED.**

A Holyoke Girl Began the Voyage with Only a Little Change in Her Pocket—Others Who Lost Money and Jewelry—Husband Kicked While Parolees Were Sent.

Break thieves went through the saloon yesterday morning of the Anchor Line steamer Furnessia, which was bound for Glasgow, Scotland, and was ordered yesterday to force the discharge of four members of the Manhattan organization who were on board. The Furnessia was ordered yesterday to force the discharge of four members of the Manhattan organization who were on board. The Furnessia was ordered yesterday to force the discharge of four members of the Manhattan organization who were on board.

When he returned yesterday morning he was accompanied by a woman who was known to the night clerk, C. W. Parker. Parker suspected foul play and sent a porter to search for anything hidden in the room. The woman was found in the room, and she was taken to the police station. The woman was found in the room, and she was taken to the police station.

Senator Higgins, providing that a State officer, employee, board, department, or commission shall not contract indebtedness on behalf of the State or any of its departments, boards, departments, or commissions, unless the money appropriated or otherwise lawfully available.

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